

THE CHARLEROI MAIL

VOL. XIV. NO. 60

CHARLEROI, WASHINGTON CO., PA., MONDAY, SEPTEMBER 22, 1913

ONE CENT

FIGHT PLANNED FOR BETTER WAGE SCALE

Suffrage Association to Take Up Battle For Telephone Girls

LABOR MEN WILL HELP

State Federation to Assist-- Claimed New Law Will Affect Operators

It is altogether probable that the Pennsylvania Suffrage Association will take up conjunctively with the State Federation of Labor a fight for better wages for telephone girls over the state, when the new law is put into effect governing the employment of women in the state. It is understood, according to a Monongahela valley labor organizer, that a fight will center on the Bell Telephone company. This company will probably reduce the hours of labor for the girls and still pay the same wage scale they are paying now.

Under the new law women or girls will not be permitted to work at night. The argument of the Pennsylvania Suffrage Association and the Federation of Labor will be that telephone girls have been worked on an average of 70 hours per week in many places at a pay of from 7 to 12 cents an hour and that with the reduction to 51 hours a week, the pay will be the same per hour.

If the argument of the two organizations is correct, the plan of the company will cut down the earnings of the girls from \$1.90 and \$8.10 a week to \$3.28 and \$6.48 a week. That is, the 7 cents an hour girls will receive under the new arrangement will be \$2.28 a week, while the 12 cent an hour girls will receive \$6.48 a week. In reality it is asserted a telephone central operator is an expert in her vocation, and her earning power should be greater for the reason.

WRECKED BOAT IS HINDRANCE TO NAVIGATION

Much apprehension is being caused among rivermen because of the wreck of the Morning Star, which is still lying sunken at the Monongahela wharf. It will be remembered this boat was destroyed by fire some weeks ago and immediately after the accident the owner John F. Klein turned the wreck over to the marine underwriters and they have taken no steps to remove it. The boat is lying at the head of a large fleet of empty coal barges owned by the Pittsburgh coal company and should there be a rise, the boat would float off its present resting place and drift in among these coal boats with the result that much trouble would be experienced in holding the fleet. The city officials are contemplating appealing to the United States authorities to force the underwriters to remove the dangerous obstacle.

Six Reels at the Palace tonight.

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-13 Sept. 25.

Methodists to Banquet

Festivities to be Held Tonight by Officers and Teachers of Sunday School

Tonight a banquet of officers and teacher of the Methodist Episcopal Sunday school will be held in the Sunday school room of the church at the second day's feature of only week. Sunday the only week was inaugurated with the regular Sunday services. Rev. R. B. Mansell, D.D., of Belle Vernon is to preach on Tuesday evening, and on Wednesday evening, Rev. J. H. Miller, D. D., district superintendent will be present and the fourth quarterly conference will be held. Rev. Arthur Staples, D. D., of McKeesport will preach Thursday night and Rev. W. W. Hall, D. D., of Braddock, will preach on Friday.

HARVEY IS SENTENCED

Man Accused of Breaking Into Store Gets Ninety Days

GOES TO WORKHOUSE

Ninety days at labor in the workhouse is the sentence that was imposed on H. B. Harvey Saturday evening by Justice of the Peace Joseph Wheeler, when the man was arraigned before him charged with having entered the McCrory 5 and 10 cent store Thursday night.

Harvey was arrested a short time after the robbery as a suspicious character and when the robbery became known he was associated with the crime through a finger print system.

At the hearing before the justice Harvey admitted all the facts of the affair and stated that a stranger with whom he associated in a Pittsburgh employment bureau was the cause of his trouble. This man, he claims, furnished the money to come to Charleroi and planned the affair. Then after the burglary did not prove profitable he deserted Harvey and left him to be captured by the police. He was immediately taken to Clairmont to enter upon his sentence.

Deed Recorded. July 26, 1913—Bertha Sarver, et al., McDonald, to Emil Gerard, et ux., North Charleroi, parcel of land in North Charleroi, on Conrad avenue; 30x110 feet; consideration \$175.

Dawson's Millinery opening on Thursday Sept. 25 58-13

Six Reels at the Palace tonight.

Dawson's.

Millinery opening on Thursday, Sept. 25. 58-13

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The Charleroi Mail

A Republican Newspaper

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CONSERVATISM ENCOURAGED.

"A long-range view seems again to suggest encouragement for caution and conservatism," says Henry Clews, the New York banker and observer, in discussing crops and financial conditions over the country. "While we have not had a crop calamity, the developments in the agricultural sections since the first of August have not been favorable. It has been necessary to quite severely revise earlier estimates of harvest prospects. This unfortunately has proven especially true in respect to our two most important crops, namely, cotton and corn, which have for years been running a stubborn race for the honor of premier position as a producer of new wealth."

"Winter wheat and, in fact, the total wheat crop, has, it is true, set a new standard, and it is probable that final returns will as usual show that the Government's experts have erred on the side of conservatism in their forecast of cotton and corn. Nevertheless, it is not advisable to gloss over the fact that severe damage has taken place and that there will necessarily be a restriction of railroad tonnage in the drouth-stricken regions from the volume that was expected a month or so ago."

"On the other hand, railroad tonnage will undoubtedly receive a distinct impetus from the return to normal in the business world resulting from the more settled conditions to follow the final enactment of the new tariff, which is now closely in view. There has for a year or more been a gradual curtailment of manufacturing and of distribution of merchandise awaiting the new conditions that will attend the entrance of foreign merchandise at lower rates of duty."

"Our bonded warehouses are filled with importations that will be withdrawn for consumption as soon as the new custom rates become operative. General business of a domestic character, too, will attempt to adjust itself to the new conditions. It is yet to be demonstrated how satisfactorily our industries will be able to make such an adjustment. But for the moment this larger question is not specifically involved, as there will be active encouragement in all directions for an honest attempt to return to a normal volume of distribution."

"The restriction of general mercantile and industrial activities has been so protracted that the ordinary channels of wholesale distribution are without adequate supplies of merchandise on hand, shelves of retailers are not filled with their normal volume of stocks, and there has naturally been some disposition among consumers, also to hold back from purchases with the view of obtaining better results."

"Reaction from these influences suggests a period of mercantile enthusiasm that may or may not prove to be fairly permanent. For the moment, however, it should have a stimulating influence on the traffic statements of our great transportation systems, since the improved volume of traffic will consist very largely of the higher classes of freight which pay correspondingly high rates."

Announcement.
The Ladies Aid of the Christ Lutheran church will hold a fancy work bazaar in the church, corner Sixth street and Washington avenue, December 4, 5, 6.

58-11

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-13

Why is the soda cracker today such a universal food?

People ate soda crackers in the old days, it is true—but they bought them from a barrel or box and took them home in a paper bag, their crispness and flavor all gone.

Uneeda Biscuit
—soda crackers better than any ever made before—made in the greatest bakeries in the world—baked to perfection—packed to perfection—kept to perfection until you take them, oven-fresh and crisp, from their protecting package. Five cents.

NATIONAL BISCUIT COMPANY

Cheapness Due to Robbery.
A curious bid to bargain hunters is found in an advertisement of one of the great department stores of New York city: "It is often possible to give better values in Kurdistans than in any other rug," says the announcement, after speaking of the Kurds as a "robber tribe," "inasmuch as the Kurds steal from the semi-wild herds of sheep a large proportion of the wool that goes to these rugs."

Try Laughing at Yourself.
In Woman's Home Companion in the course of a talk to girls about friendship with boys, appears the following wise observation: "It is not a bad idea at all to laugh at one's own failures. It indicates at least that you have imagination; that you can imagine how funny other people must think something that you have done."

Women Avoid Society.
They are reluctant to make the least effort when suffering from dizziness, backache, headache, nervousness, the blues, that bearing down pain or a displacement. Yet they would like to be well. Why continue to suffer when thousands of American women are living testimonial for what Lydia E. Pinkham's Vegetable Compound has accomplished in overcoming all such trouble, and restoring glorious health?

Ladies earn \$2.25 dozen making plain neckwear. Home business. Experience unnecessary. Mail dime for pattern, instructions. Neddlecraft, 227 Altoona, Pa.

60-11

NORTH CHARLEROI

Miss Eva Moss of Elizabeth visited relatives here Friday.

Mrs. J. D. Woods visited her daughter Mrs. Davis Woodward, who is in the Allegheny General Hospital.

Church services were held in the North Charleroi borough hall Sunday conducted by Rev. F. A. Richards of the Methodist Episcopal church.

Mr. and Mrs. Charles Sauerwein returned home Sunday to South West after visiting at the home of their daughter, Mrs. Charles Fortney.

Frank Phillips was a recent caller at Belle Vernon.

Mrs. Clyde Bradley and baby were callers at Donora Friday.

PICKED UP IN PASSING

On the question of race suicide and the possible consequences someone has figured out the following:

"Two fifths of the women of this country of the marriageable age are unmarried. Two fifths of the men of this country of the marriageable age are unmarried. The birth rate is decreasing in the United States at the rate of 21 per cent. If things keep on as they are going, if the capacity for motherhood continues to diminish as rapidly as at present, the last child will be born before 2012, and in the year 2017 there will be no babies to 'go' and 'grow,' since the youngest child will be 5 years old. Also a neuter type, consisting of women set apart to do the world's work outside the home, will be evolved."

The following has been handed in for the "Picked up in Passing" column:

Fall Follies
When that fifty million issue
Of road bonds is assured,
When there's telephone improvement
Over what we have endured,
When Harry Thaw is settled
To Jerome's sweet satisfaction,
When Suizer is disposed of
By New York state's reaction,
When Mexico is good again
And Huerta is no more,
When politics are settled
As they never were before,
When Eva Parkhurst has set sail
And Prince Monaco has gone home
And Secretary Bryan gets through
Lecturing on Ancient Rome,
When Tammany is defeated
'Twill be an awful fall
And the Pittsburg Pirates realize
They never could play ball!
When springtime finally comes again
We'll bask in the warm sun rays
And we refuse to be content till then
'Cause them's the happy days.

ELECTRIC SPARKS

A space writer is a person who does not take up much room, although that is his life's ambition.

Ex-President Taft has been losing flesh. Most professors acquire that habit after awhile.

About the only thing that has not been done in the Thaw case, so far as it is possible to learn, is to connect up Washington county with the affair.

Di- versified Experiences.
Dickory, dickory dock,
My sister has a new dress,
It fits so tight
Try as she will.
She can't get on a street car.

All we need at the Panama Canal is the Rock of Gibraltar.

No one who has ever used it has anything but praise for Hay's Hair Health

It restores natural color to gray hair but is not a dye. It eradicates dandruff and prevents falling hair. Use one bottle—if not satisfied, your dealer will refund price. 50c and \$1 at all drugstores. For sample bottle send 10c and dealer's name to Paul Hay Specialists, Inc., Newark, N. J.

W. F. Henning's, Charleroi, Pa.

Flunked!
Under certain circumstances there is some pleasure in breaking things up but there is never any satisfaction in breaking shoes in. With WALK-OVER shoes there's no breaking in, no breaking out and no breaking down, consequently no breaking things up.

\$3.50 - \$4.00 - \$4.50 - \$5.00

Claybaugh & Milliken
419 McKean Ave.
Charleroi, Pa.

The Newness of Our Styles

--the beauty of our models--the extra value of our garments, please every woman who comes to this store, shopping

You will find it time well spent to come here and inspect the many beautiful suits, coats and dresses we are showing.

Every garment has some special feature that distinguishes it from every other one.

In fact, you will find the most clever interpretations of the new season's styles grouped in a pleasing array at this store.

The values at each price will be sure to please you.



See Our Coats and Suits at \$8.50, \$10.50, \$12.65

COLLINS

THE BIG STORE

517-19-21 Fallowfield Ave., Charleroi, Pa.

TO AUTOMOBILE OWNERS

A. J. PANCOOK

Piano Tuning and Repairing
Call 115-L on Bell Phone, or at Woodward's Store, Charleroi, Pa.

Electric Signs Artistic Show Cards
S. B. McCRRORY SIGNS

813 Washington Ave., Charleroi
Bell Phone Advertising Signs Fine Glass Signs

VOICE CULTURE

MRS. FLORA M. S. KING

of Pittsburg, E. E.

Breath Control, Breadth, Volume, Resonance, through Body Control, Diction and Style. Pupils prepared for Church and Concert.

WANTED TO BUY MILK

Any dairyman or farmer having milk to sell can find a buyer at T. Campana Milk Depot, 378 Schoonmaker avenue, Monessen, Pa. Call Bell Phone 227-R. 6-9p

EVER READ ONE OF THOSE FUNNY CIRCULARS?

Full of errors and misprints?
Cheap printing!

We don't turn out that kind.
Ours are well printed and reasonable in cost.

German-American Doctors, 366 Donner Avenue, Monessen.

Letterheads, Billheads, Envelopes Too.

Stop That Leakage

Benjamin Franklin says, "Beware of little expense; a small leak will sink a ship."

If you will stop the all-damaging leakage in your household transactions (the nickels and dimes that go for useless luxuries) and start a savings account with this bank, you'll soon find your domestic ship on the high seas of prosperity.

I only require a dollar to get started in the right way—and then by adding a small portion of your salary each pay day, you will be surprised at the results.

BANK OF CHARLEROI

Charleroi, Pa.

The best place to buy bread, pies and cakes of all kinds is at

CALISTRI'S
Dealers in Ice Cream

J. U. Kinder
Cut Flowers

and Designs
Bell Phone 194-R 3

MRS. NEALER

506 Fallowfield Avenue
Manicuring, Shampooing, Hair Dressing and Weaving, Face and Scalp Massaging, Chiropody

MISS BRADEN
PROFESSIONAL NURSE
401 Crest Ave., Charleroi, Pa.
Charleroi Phone 253-C.

EUREKA MACHINE SHOP AND GARAGE

W. M. LANDEFELD, Prop.

Belle Phone 312-J Monongahela

CHICHESTER'S PILLS

THE DIAMOND BRAND
Ladies! Ask your Druggist for
CHICHESTER'S PILLS in Red and Gold metallic
boxes, sealed with Blue Ribbon.
They are the best for Skin, Hair, Teeth, &
Dresses. Ask for CHICHESTER'S
DIAMOND BRAND PILLS. Always reliable
and known as best. Also, Almond
SOLD BY DRUGGISTS EVERYWHERE

All General (both sex) Diseases
Treated. Men's Diseases and
WEAKNESS and Cataract
Specialty. Many cured at Home.
One personal visit advisable.
Business Confidential.
Mount Day and Sunday, 9 to 8.
Medicine furnished. Consultation
free. Call

German-American Doctors, 366 Donner Avenue, Monessen.

READ THE MAIL

NEWSPAPER ARCHIVE®

NEWSPAPER ARCHIVE®

FAVORS BONDS FOR GOOD ROADS

Judge Elkin's Address Before
Good Roads Convention

ADVOCATES "DOING IT NOW"

Has Been a Consistent Advocate of
Road Improvement for Twenty-eight Years, and Deprecates Further
Delay — Urges Support of the
Amendment.

Harrisburg, Sept. 4.—The address of Hon. John P. Elkin, of Indiana, was the feature of the Good Roads convention held in the hall of the representatives today. Judge Elkin's remarks were frequently applauded. He said:

I address you on the question of good roads with the settled convictions of an old believer, rather than in the enthusiasm of a new convert. My interest in the agitation for an improved system of highways began with my first legislative experience in the session of 1883, and has continued unabated during all the intervening years from that time to the present. At first the movement made slow progress, and the outlook was not encouraging. It is not an easy task to break down the barriers of prejudice, nor to uproot a system of road making and maintenance, although primitive, antiquated and hopelessly inadequate, which has behind it the common practices of the people for a century. The agitation was continued during the session of 1887 without any substantial results, but the leaven was working, so that the legislature in 1889 was flooded with bills having for their purpose the improvement of public roads. The movement had then assumed formidable proportions and it was necessary to do something to meet this demand of the people. Unfortunately for the success of the movement at that time, that was done which is so frequently done under like circumstances, the legislature provided for the appointment of a Commission with power to visit all parts of the state, take testimony, gather information and report two years later. All pending bills were referred to this Commission, which performed its mission by visiting many parts of the state, made a report negative and indefinite in character, and the whole subject was then dropped for several years. Then years elapsed after the report of that Commission before the agitation for good roads got under way again. I mention this to impress upon you the importance of acting now, when you have the opportunity of striking a forceful blow for good roads, and not to put it off to a more convenient season. If we had acted promptly in 1889, as we should have done, we would now be enjoying the benefits of a completed system of highways. We have the opportunity of doing now what we failed to do then. Shall we do it, or shall we wait ten, fifteen or twenty years longer? No one has given a single valid reason why there should be further delay. We have delayed too long now. We have lost valuable time. On the question of good roads we slept at the switch for a hundred years. Recently there has been an awakening and the outlook for the future is full of promise. During the past ten years the foundation has been laid upon which to build a great system of public highways, and the last five years have witnessed enormous advances toward the accomplishment of the desired result. Let there be no step backward now. We must not falter when victory is in sight. To hesitate is to show weakness, and to fail to embrace the opportunity of placing Pennsylvania in the front of the forward movement for good roads would be a reproach to our people.

This is not a political question in any partisan sense. It matters not whether you are Republicans, Progressives, Democrats, Prohibitionists, or what your party affiliations may be, so far as the question of good roads is concerned. The citizens of the commonwealth are entitled to good roads without regard to their political faith. This is a movement in the interest of the masses of the people and should be so regarded. My understanding is that your associations are organized upon a non-partisan basis and include members of all political parties. This is as it should be. I consented to address the meeting because of my interest in the good roads movement when assured that your associations were acting in the interest of all classes of citizens, and were not engaged in a political campaign. It is refreshing in this era of acute political turmoil to have an issue which appeals to the best judgment of all the people without regard to party lines. The question of good roads presents such an issue and I commend your associations in presenting the question to the people on a non-partisan basis.

Why We Should Vote for the Loan.
If one were to ask any man or woman in the state, or any intelligent child, whether he or she favored good roads, there would be but one answer and that in the affirmative. It would be a stupid person indeed who would be willing to go on record as being opposed to good roads. Everybody wants good roads, and everybody says so; even those who oppose the loan. How are we going to get good roads? We know by the experience of centuries that Nature does not provide them. The Creator of the Universe did provide an inexhaustible supply of materials with which to make roads, but it costs money to transport the materials and fashion them into an enduring roadway. The practical question is, Where is the commonwealth to get the money with which to construct and maintain the great system of public highways which has been charged upon her by recent legislation. The money must come either out of current revenues, or from loans. There are no other available sources from which to raise the funds necessary to do this work. It

is apparent to every one familiar with the subject that our current revenues are not sufficient to meet pressing requirements in other directions, and in addition thereto build and maintain eight or ten thousand miles of public highways. It is idle to say that this proposed system of state highways can be built out of current revenues, and at the same time expect the commonwealth to make large appropriations for maintenance and state aid work. It cannot be done and all such suggestions are devious and misleading. The increasing demands upon state revenues in aid of our public schools, in maintaining our penal and elementary institutions, in support of our worthy charities, in enforcing our pure food laws and laws for the protection of the health and lives of our people, and in caring for the immediate necessities of the state in many other directions, are so great as to preclude the possibility of setting aside out of current revenues, year by year, sufficient funds to construct a system of highways to the four corners of the commonwealth. The demands of the people as expressed by their representatives in the last legislature were so great as to require the Governor in the exercise of the veto power to reduce the total appropriations by millions of dollars in order that the state might not do the foolish thing of attempting to be generous beyond its ability to pay. If we undertake to construct the state highways out of current revenue, other worthy objects and institutions must necessarily suffer, and highway construction will be halting and piecemeal. If this method be pursued our hair will turn gray and our eyes grow dim while we wait for good roads in Pennsylvania. This is a big question and should be treated in a big way. Nothing is more disappointing and discouraging than to see a great undertaking treated in a small way. If we want good roads, as we say we do, we must pay for them, or at least provide in advance for raising the funds with which they can be paid for as constructed from time to time. No one wants the state to build a system of highways in patches, here a little and there a little, with no connected thoroughfares anywhere. This is not in keeping with the spirit and purpose of our people. It is not the spirit that has made Pennsylvania an empire in commercial and industrial affairs. In the development of our material wealth, we have stood in the front rank of accomplishment, and our people have a pardonable pride in this record of achievement. Why should we lag behind in road building, which is the basis of all true progress? If this system of highways cannot be constructed out of current revenues, what remains to be done? The answer is simple. Then loan. Shall we have the authority to make it?

Most Decide in November.
The qualified electors must decide this question at the polls in November. No more important question has been presented for the consideration of our people since the Civil War. If we want our state to hold her proud position in the sisterhood of states, we must keep pace with the forward movement for good roads. We have the opportunity of doing now what we failed to do then. Shall we do it, or shall we wait ten, fifteen or twenty years longer? No one has given a single valid reason why there should be further delay. We have delayed too long now. We have lost valuable time. On the question of good roads we slept at the switch for a hundred years. Recently there has been an awakening and the outlook for the future is full of promise. During the past ten years the foundation has been laid upon which to build a great system of public highways, and the last five years have witnessed enormous advances toward the accomplishment of the desired result. Let there be no step backward now. We must not falter when victory is in sight. To hesitate is to show weakness, and to fail to embrace the opportunity of placing Pennsylvania in the front of the forward movement for good roads would be a reproach to our people.

Someone asked me the other day why it was necessary to amend the constitution in order to obtain the authority to make a loan to build highways. Let me answer this inquiry. The framers of our organic law wrote into it the following provision:

"No debt shall be created by or on behalf of the state, except to supply casual deficiencies in revenue, repel invasion, suppress insurrection, defend the state in war, or to pay existing debt; and the debt created to supply deficiencies in revenue shall never exceed in the aggregate at any one time, one million dollars."

This is a limitation on legislative power and cannot be disregarded. A loan of fifty million dollars to build a system of highways creates a debt, and it is not a debt to repel invasion, or suppress insurrection, or defend the state in war, or to supply deficiencies in revenue. Hence it comes within the prohibition of the constitution as it now stands. The legislature has no power to authorize such a loan to be made unless the people deem it wise to amend the constitution so that proper legislation can be enacted. Two successive legislatures have voted affirmatively on a joint resolution to submit the amendment to a vote of the people. It is now for the voters to say the final word by their ballots at the election. If the loan is carried at the election in November, or rather if the amendment be adopted, it will sound the death knell of bad roads in our state, and will mark the beginning of road improvement to the remotest sections of the commonwealth. This is a consummation so devoutly to be wished that it is difficult to understand why anyone should oppose it. One would naturally think that when the state is willing to assume the burden of making and maintaining eight or ten thousand miles of roads, which have heretofore been maintained by the townships, and thus relieve the townships from taxation to this extent, that the local people would hail such a policy with delight. And yet in many instances this is not the case. I hear opposition now and then from quarters least expected. It seems to me the opposition must be the result of misapprehension or misunderstanding. In the hope of getting the question before the people on its merits, and at the risk of being considered tedious, I shall refer briefly to some of the objections made to the loan, and to some of the reasons given for opposing it.

Objections and Answers to Same.
1. It is objected by those not in accord with the present administration that they do not want the authorities now in control to expend the money. It is not too much to say that no administration will be entirely free from criticism of this character. The time has not yet arrived in the conduct of governmental affairs

when men will not find fault, and no administration can escape criticism no matter how good its intentions, or wholesome its policies. Some administration must be in power when the highways are constructed and it is too much to expect this great work to be accomplished without criticism of some sort either warranted or unwarranted. Indeed it is safe to say that administrations will come and go several times before the loan is exhausted and the work be finally completed. In the natural course of events the present administration will have nothing to do with the expenditure of the moneys raised by the bond issue. If the loan be authorized by the qualified electors at the polls in November, it will require legislation to put it in force. The next legislature does not convene until 1915, and then a new administration will be inaugurated. It will therefore be seen that the present administration will not be in position to expend a single dollar raised by the proposed loan. This should be a complete answer to the objection thus made. I mention this not for the purpose of criticizing the present administration, as no such thought is in my mind, but as an answer to those who put their opposition to the loan on a false ground.

2. Again, it is suggested in some quarters that the loan will increase taxes on farms and other real estate. Nothing could be further from the truth. The effect will be to reduce the burdens of local taxation for road improvement and maintenance. Why do I say so? Let me answer. When the state takes over eight or ten thousand miles of township roads and makes them state highways, the townships will be relieved from the burden of maintaining them, and this will necessarily reduce local taxation for road purposes. In other words the state will bear the burden of maintaining roads which was formerly borne by the townships. But some one says this will increase state taxes and the effect will be the same. This is likewise a fallacy. Farms and other real estate have not paid state taxes since 1866. There is no intention of taxing real estate for state purposes now. State roads will be maintained out of state revenues, and state revenues are largely derived from the taxation of the capital stock of corporations, corporate loans, licenses of different kinds and taxes upon those enjoying special privileges. A great system of public highways maintained by the state will benefit the farmers more than any other class of people, and they will pay nothing toward the cost of that maintenance. This is one time when the farmers stand to receive a very great benefit, while the corporations and those who enjoy what have been termed special privileges pay the bills. Recently there has been much discussion about how to keep the boys on the farm. "Back to the farm" is a favorite theme with magazine and other public writers of the present day. I can think of no better way of taking people back to the farm than to provide them good roads to get there. Good roads will largely solve this problem. Boys who have spent their young lives in struggling over the mud roads of the rural districts do not become enthusiastic when asked to return to such conditions. Give them good roads and a very different story might be told. It is not only the pleasure and convenience of the farmers that should be considered, but good roads add value to every farm they touch. Good roads mean easy access to markets, cheaper transportation, greater facilities in handling farm products, and substantial increases in farm values. It is my firm conviction that from twenty-five to fifty per cent will be added to farm values in Pennsylvania, and in many instances a much greater increase, when the state is gridironed with a great system of public highways such as is now contemplated. What valid reasons can the intelligent farmer give for opposing this loan which means more to him than anyone else, and costs him nothing? He will answer this question by his vote at the polls.

Macadam a Practical Question.
3. Another objection is that macadam is not the right kind of road to make. It is too expensive, and does not stand the wear and tear of modern travel. Upon this question I cannot speak as one with expert knowledge, but frankness compels me to say that unless some method is discovered for keeping the top dressing of these roads in place as a binder they will prove a failure. This is a practical question and one which must be met and answered in a way satisfactory to the people, but because there is difficulty in this direction there is no reason why the good roads movement should be defeated. If macadam does not answer the purpose, let us have brick, shale, or some other kind of good road construction. What we want is good roads and we want to get them worth the money. No matter what system of road making we may adopt, it will require a large expenditure of money to improve and rebuild the system of highways which the state has taken over. The legislature acting for the people has placed a heavy burden on the state. It is a new undertaking and one which will involve the expenditure of large sums of money. These old township roads must be graded, widened, straightened, drained, surfaced, bridged and put in condition for travel. The last legislature added many additional routes to those specified in the act of 1911. This means that nine or ten thousand miles of public roads must be improved, rebuilt and maintained by the state. Where is the money to come from? The legislature did not provide it. The maintenance alone of this system of highways will severely tax the current revenues of the state. How are they to be improved and rebuilt in the first instance?

Only One Answer.
There is only one answer and that is, the loan. How do you expect the state to do all this work if you fail to provide the money with which to pay for it. The state cannot work miracles. It cannot say, Let there be good roads, and there will be good roads. Good roads cost money and represent labor and materials. We cannot have them unless we pay for them. By your votes on the loan will be determined whether the state is to build a great system

of highways, and when this question has been decided, the legislature can say what kind of roads shall be built when the bond issue is authorized. In this connection it is proper to remark that even if the amendment be adopted, it does not mean that the loan is immediately authorized. A simple proposition is submitted to a vote of the people in the form of a joint resolution. It is:

"That the General Assembly, irrespective of any debt, may authorize the State to issue bonds to the amount of fifty millions of dollars for the purpose of improving and rebuilding the highways of the Commonwealth."

You will notice that this simply gives the legislature the power to act. In the end the General Assembly must say whether the bond issue shall be made. In what amount the loans are to be negotiated, and how much money shall be expended each year during the progress of the work. These are legislative details and have no proper place in the discussion of the merits of the loan itself. It should be observed that the loan is to be used "for the purpose of improving and rebuilding the highways," and not for the purpose of maintaining them after they have been improved and rebuilt. They must be maintained out of current revenues and this alone will impose a sufficient burden on the state. One thing is certain, and that is, we cannot improve, rebuild and maintain this great system of highways out of current revenues, no matter what kind of road construction may be adopted. We need the loan in any event if good roads are to be provided for the convenience of the people of the Commonwealth. If you do not want macadam, instruct your members of the next legislature what kind of roads you desire, and thus this disputed question can be decided by legislative enactment. But do not strike a vital blow at the whole project because you may not favor a particular kind of road.

Good Roads for Boroughs.

4. The small boroughs complain on the ground that thus far they have not been benefited by road legislation, and in my opinion this complaint is well founded. Most of the small boroughs are without paved streets and are not financially able to pave them. The result is that these streets are maintained in about the same way as township roads, and in many instances they are not kept in as good repair as township roads. When the state takes over a township road which runs through a borough of this class, there is every reason why the highway should include the borough street, and no good reason why it should not. When the state highway stops at the borough line, it leaves a piece of bad road and makes the construction look like patchwork. This should not be and steps have already been taken to provide against such contingencies. The legislature should provide by law for these conditions. The highway commissioner should be clothed with power to deal with borough authorities in a just and equitable manner in cases of this character so that the boroughs, as well as travelers on the public highways, may have the benefit of good roads without casting upon them burdens heavier than they can bear. If these matters have not already been provided for they will be. This is a legislative question and steps have already been taken to provide against such contingencies. The legislature should provide by law for these conditions. The highway commissioner should be clothed with power to deal with borough authorities in a just and equitable manner in cases of this character so that the boroughs, as well as travelers on the public highways, may have the benefit of good roads without casting upon them burdens heavier than they can bear. If these matters have not already been provided for they will be. This is a legislative question and steps have already been taken to provide against such contingencies. The legislature should provide by law for these conditions. The highway commissioner should be clothed with power to deal with borough authorities in a just and equitable manner in cases of this character so that the boroughs, as well as travelers on the public highways, may have the benefit of good roads without casting upon them burdens heavier than they can bear. If these matters have not already been provided for they will be.

Competitive Bids Advisable.

5. It is further objected that the authorities now in charge of state highways in some instances have awarded contracts on a percentage basis without competitive bidding. It is charged that these contracts were given to favored contractors and were intended to serve personal or political ends. As to the merits of these charges I have no knowledge and am therefore not in position to either approve or condemn what was done. I assume that the public officials acted in good faith and did what they believed to be proper under the circumstances. In private business affairs contracts are frequently let in this way, and no doubt this may have been deemed a sufficient warrant for pursuing the same method in awarding the contracts which have given rise to this criticism. Candor, however, compels me to say that in my opinion this was a mistake of judgment. Individuals and private corporations can make their contracts to best suit their own purposes and to most quickly and expeditiously accomplish a desired result. Not so with the public. All public contracts should be awarded upon a competitive basis after due public advertisement. The bidding should be in the open and each bidder should have ready access to the plans and specifications. Any other method will provoke criticism, and give rise to the suggestion of ulterior motives, all of which should be avoided in awarding public contracts. It is but fair to say that so far as my information goes nearly all the contracts for state highway construction have been let in this way. This has been the general rule followed by the department and those let upon the percentage basis the exception. This criticism can all be avoided by making the general rule universal and in not awarding any contracts on the percentage basis. It is not a question of good intentions, or of motives, but of a wise public policy. The expenditure of public moneys should always be safeguarded, and contracts should be awarded in such manner as to insure real competitive bidding. The public have a right to insist upon receiving a dollar in value for every dollar expended, and the law should be so framed as to insure this result as nearly as it can be made possible by competition in bidding. Let the next legislature say how the money derived from the bond issue shall be expended, and how the contracts shall be awarded. No doubt the present administration will join heartily in favoring such a law. When this is done there will be no further room for just criticism in this respect.

Is It Worth the Cost?

Is it worth while for Pennsylvania to assume the burden of making and improving a great system of highways? Will it pay? My answer is yes. a thousand times yes. It is cur-



GOOD ROADS AND PROSPERITY

recently reported that the Pennsylvania Railroad Company, a single corporation created under the authority of our laws, expended upwards of one hundred and fifty million dollars to obtain a direct entrance into and get a terminal in the city of New York. This is three times as much money as is now asked to give our eight millions of people adequate terminal facilities at their homes and residences by an improved system of state highways. Why should we hesitate? Our state is free from debt; our resources unlimited; our wealth growing by leaps and bounds; our ability to do big things in big ways recognized; and our state pride deeply rooted. We do everything else on a large scale, why not deal with the highway question in the same comprehensive way. There never was a better time than now. The people demand good roads, the state authorities are willing, the machinery for road building is ready, and all that is needed is the authority to provide the money. Pennsylvania is too great a state to allow her sons and daughters to be hauled over the mud roads of a century ago, and yet in many sections these primitive roads still exist.

Excellled By Europe.

A few years ago the speaker traveled through Ireland, Scotland, England, Germany, France, Denmark, Holland, Switzerland, and other European countries, and found good roads everywhere. I realized then as never before what good roads mean to the people, and it caused me keen regret to be compelled to acknowledge our own shortcomings in this respect. We are excelled by all European countries in the maintenance of highways. Certainly this is not to our credit. It is not about time to wake up and give the people roads as good at least as those of any other state or country? No nation is greater or stronger than the roads she builds. Civilization is a road-maker, and the progress of a nation, or state, or community, may be measured by the kind of roads maintained by the people who reside therein. The winding path may answer the needs of those who are content to dwell in the jungle, but twentieth century civilization demands improved highways as channels of commerce and economic life. It is not a far cry from the trail of the North American Indian to the building of a great National Highway, spanning the continent and connecting the Atlantic and Pacific oceans, and yet when the history of this evolution in road-making is finally written, as it will be within your life-time and mine, the story will be told of the building of a powerful nation out of a wilderness, and the record will be made of the highest achievements of the human race throughout all the generations of men.

Necessity of Good Roads Recognized.

All great nations have been quick to recognize the necessity of building good roads. Appius Claudius conceived the idea of building a public highway from Rome to Brundisium, and this historic road, the Appian Way, added glory to the Roman Empire when it comprised the fairest part of the earth and the most civilized portion of mankind. The Alps stood like an insurmountable barrier between Napoleon and the fair fields of Italy. But the builder of empires did not hesitate. Under the direction of skillful engineers backed by the willing hands of thirty thousand Frenchmen he chiseled a road through the rock ledges of the Simplon Pass over which his conquering armies subsequently marched to victory. For more than a hundred years this road has stood as a monument to his genius and greatness. Would that Pennsylvania had a Napoleon to batter down the moss-grown walls of prejudice, and give our people a system of public highways commensurate with the dignity and grandeur of a great commonwealth. Napoleon used his roads to transport the spoils of war, but we want ours to cultivate the arts of peace. Civilization and good roads are hand-maids. They keep pace together in the march of progress. They measure the advancement made by the human family in achievement. A thousand years before the dawn of Christian civilization the demand of the Philistine King speaker traveled through Ireland, was. With her have you made a road today? David, who for a time dwelt in that land, answered and said, Against the south of Judah, and against the south of the Jerichoites, and against the south of the Kenites. True the road making of those days was primitive and crude, but this incident, recorded in the Book of Samuel, shows that road-making was demanded by the constituted authorities even in that remote period of antiquity. Advancing civilization demands better highways and will not be content with the mud roads of former generations. It is high time for Pennsylvania to arouse from her slumbers and give her people the kind of roads they deserve. They are entitled to the best, and will have the best, if the voters do their duty at the polls.

Do It Now!

Why do it now? Again let me answer. Because we have failed to do it before, and now is the time to begin to do what we should have done long ago. On the question of road making we have done those things which we should not have done, and

Money makes the mare go, but she can coaxed just as well with a nice level highway, without the need of a whip or even a click.

THE CHARLEROI MAIL

VOL. XIV. NO. 60

CHARLEROI, WASHINGTON CO., PA., MONDAY, SEPTEMBER 22, 1913

ONE CENT

FIGHT PLANNED FOR BETTER WAGE SCALE

Suffrage Association to Take Up Battle For Telephone Girls

LABOR MEN WILL HELP

State Federation to Assist-- Clained New Law Will Affect Operators

It is altogether probable that the Pennsylvania Suffrage Association will take up conjointly with the State Federation of Labor a fight for better wages for telephone girls over the state, when the new law is put into effect giving the employment of women in the state. It is understood, according to a Monongahela valley labor organizer, that a fight will center on the Bell Telephone company. This company will probably reduce the hours of labor for the girls and still pay the same wage scale that are paying now.

Under the new law women or girls will not be permitted to work at night. The argument of the Pennsylvania Suffrage Association and the Federation of Labor will be that telephone girls have been working on an average of 10 hours per week in many places at a pay of from 7 to 12 cents an hour and that with the reduction to 34 hours a week, the pay will be the same per hour.

If the argument of the two organizations is correct, the plan of the company will cut down the earnings of the girls from \$4.90 and \$8.40 a week to \$2.25 and \$6.45 a week. That is, the 7 cents an hour girls will receive under the new arrangement but \$8.25 a week, while the 12 cent an hour girls will receive \$6.45 a week. In reality it is asserted a telephone central operator is an expert in her vocation, and her earning power should be greater for the reason.

WRECKED BOAT IS HINDRANCE TO NAVIGATION

Much apprehension is being caused among rivermen because of the wreck of the Morning Star, which is still lying sunken at the Monongahela wharf. It will be remembered this boat was destroyed by fire some weeks ago and immediately after the accident the owner John F. Klein turned the wreck over to the marine underwriters and they have taken no steps to remove it. The boat is lying at the head of a large fleet of empty coal barges owned by the Pittsburgh coal company and should there be a rise, the boat would float off its present resting place and drift in among these coal boats with the result that much trouble would be experienced in holding the fleet. The city officials are contemplating appealing to the United States authorities to force the underwriters to remove the dangerous obstacle.

Six Reels at the Palace tonight.

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-13 Sept. 25.

Methodists to Banquet

Festivities to be Held Tonight by Officers and Teachers of Sunday School

Tonight a banquet of officers and teachers of the Methodist Episcopal Sunday school will be held in the Sunday school room of the church, the second day's feature of rally week. Sunday the rally week was inaugurated with the regular Sunday services. Rev. R. B. Mansell, D.D., of Belle Vernon is to preach on Tuesday evening, and on Wednesday evening, Rev. J. H. Miller, D.D., district superintendent will be present and the fourth quarterly conference will be held. Rev. Arthur Staples, D. D., of McKeesport will preach Thursday night and Rev. W. W. Hall, D. D., of Bradock, will preach on Friday.

HARVEY IS SENTENCED

Man Accused of Breaking Into Store Gets Ninety Days

GOES TO WORKHOUSE

Ninety days at labor in the workhouse is the sentence that was imposed on H. B. Harvey Saturday evening by Justice of the Peace Joseph Wheeler, when the man was arraigned before him charged with having entered the McCrory 5 and 10 cent store Saturday night.

Harvey was arrested a short time after the robbery as a suspicious character and when the robbery became known he was associated with the crime through a finger print system.

At the hearing before the justice Harvey admitted all the facts of the affair and stated that a stranger with whom he associated in a Pittsburgh employment bureau was the cause of his trouble. This man, he claims, furnished the money to come to Charleroi and planned the affair. Then after the burglary did not prove profitable he deserted Harvey and left him to be captured by the police. He was immediately taken to Clairmont to enter upon his sentence.

Deed Recorded. July 26, 1913—Bertha Sarver, et al., McDonald, to Emil Gerard, et ux., North Charleroi, parcel of land in North Charleroi, on Conrad avenue; 80x110 feet; consideration \$175.

Dawson's Millinery opening on Thursday Sept. 25 58-13

Six Reels at the Palace tonight.

Dawson's.

Millinery opening on Thursday, Sept. 25. 58-13

All the latest in fancy feathers and trimming for old or new hats. 58-13 Sept. 25.

J. K. Tener, Pres. S. A. Walton, Vice Pres. R. H. Bush, Cashier.

THE ZONE OF SUCCESS

is broad enough to include all who determine to be thrifty and prosperous.

Concentrate your efforts on saving.

Start an account with us.

Open Saturday Evenings from 8:00 Until 10 O'clock

4 Per cent. Interest Paid on Savings Accounts
Depository for the State of Pennsylvania.



JOSEPH BAMFORD DIES AT AGE OF 75

Joseph Bamford, aged 75 years, died at his home at Grandview, Carr, known as Bamford station. He died at 3:15 o'clock Sunday. Bamford became a gardener after the afternoon. Mr. Bamford was born in purchase of his farm and was very successful. Middleton, Manchester, England, successful.

March 5, 1839, and came to America. In 1866 he married Hannah M. Rudge. Eleven children were born. He is survived by his widow and nine meat business. After adverses due to economic conditions, he was forced to abandon this business and he became a drover. While thus engaged he view: Joseph of Monongahela, formerly known throughout of Monongahela township; Mrs. S. W. Ross, of Los Angeles, formerly of Charleroi; Mark, of Carroll township; Alfred of Monongahela and Mrs. Fred

Hesley, of Donora.

Afterward Mr. Bamford entered the poultry business and imported some of the finest breeds of poultry into America and was one of the largest exhibitors of fancy poultry in the country.

In 1871, Mr. Bamford purchased a

from sporting on the Monongahela river all in Monongahela cemetery.

MOTHER'S PENSION LAW THE LATEST QUESTIONED

River Docks Are Working

Prospects Bright at Monongahela—Other Docks Are Closed Down

Docks Nos. 12 and 13 of the Pittsburg Coal company are buried with work at this time and the coal dock is

to be closed out.

Charleroi docks are light, built and many old ones rebuilt and repaired.

Through particularly on the docks of the company along the river are shut down. Monongahela will continue as long as possible. The advantage of having the large planing mill in connection makes the Monongahela docks better equipped than any of the others and across the major part of the work is done there. The docks make good wages and are enjoying a season prosperity.

MONESSEN

PUZZLED

Has Too Many Pupils For School Rooms Possessed

LETS BIG CONTRACT

Walter Charles is making arrangements to accommodate new school pupils enrolled this year in the schools. Monessen is engaged in the same work. With a enrollment of 2,390 Monessen is facing the same sort of a situation that Clinton is facing with an enrollment of close to 1,000.

The Monessen school enrollment is higher than it ever was before at the beginning of the school year. In 1912 the term began with an enrollment of 2,102.

During the last week the school board of Monessen awarded the contract for the erection of a new school building that when completed will cost about \$100,000. It is not expected that this structure will be finished before the beginning of the new term if then. In the meantime the basement of the Third ward building will be fitted up with two rooms. Miss Edna Shindley of Dubois and Miss Lorena Williams of Uniontown, have been elected teachers of these two rooms.

Maccabee Social. The Ladies of the Maccabees will hold a social on Tuesday evening, September 23, at the home of Mrs. Bessie Rigby, 733 McLean avenue. Everybody welcome. Come and get your fortune told.

60-12p

Six Reels at the Palace tonight.

Now on sale, street and ready to wear hats at Dawson's. 58-13

Now on sale street and ready to wear hats at Dawson's. 58-13

All the latest in fancy feathers and trimming for old or new hats. 58-13

Auditor General Powell Seeks Opinion on Constitutionality

MOTHERS FILE DISE

Applications Being Received by County Commissioners in Many Counties

and of regularities of the Mother's pension law, passed by the last Legislature, may be deprived of the rights of the law through unconstitutional technicalities, seems altogether probable. A question of great as to the constitutionality has existed in the mind of Auditor General W. W. Powell and he appealed to Attorney General Tener for an opinion on the question. The attorney general stated that some of the language in the bill was ambiguous, but his department can not rule on the matter. He recommended a test case in court to ascertain the validity of the measure.

Auditor General Powell will not take any action on the matter until one of the committees of the state make application to the court. One of the committees has applied to them according to the opinion. The final decision on the matter is awaited anxiously throughout the state.

Hundreds of applications have been filed for all the provisions of the Mother's Pension Law, passed during the last Legislature, by dependent mothers with suffering children living throughout various counties. Such applications have been filed by county commissioners pending the appointment of trusty commissions by Gov. John H. Tener to investigate the cases of needy mothers.

The commissioners a provided by the act, will consist of not less than five, and not more than seven women, who will devote their time, without compensation, to the investigation of and provision for mothers who need assistance.

There has been delay in the appointment of commissions, it is stated because of the indecision over the constitutionality of the bill.

FOR SALE

No. One—8 room house, modern and up-to-date in every respect. Located on Lincoln avenue between Third and Fourth streets. Location is fine and price is right.

No Two—5 room house on Meadow avenue, near Fourth street.

Do not hesitate but come in and see us, for bargains are not on the market long.

Both Phones

I. R. BLYTHE & SON, Mifflin Bldg.

FOR SALE

At a bargain, one lot on McLean avenue between Fifth and Sixth streets. Come in and give us an offer. The chances are you will get it at your own price. I. R. Blythe, Mifflin Building, both phones.

6012

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-13

Great Book for 50c

Wining of Barbara Worth
BY HAROLD BELL WRIGHT

Mights Book Store



To those selecting a Silver Service distinctively out of the ordinary that is rich in design and entirely different to the common and tried, this establishment offers a display of Gold and Plated Ware that represents the highest achievements in the silversmith's art. Those here will prove a revelation to those with exacting discriminating tastes. Reasonable prices.

John B. Schaefer
Manufacturing Jeweler
510 McLean Avenue

The Charleroi Mail

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CONSERVATISM ENCOURAGED.

"A long-range view seems again to suggest encouragement for caution and conservatism," says Henry Clews, the New York banker and observer, in discussing crops and financial conditions over the country. "While we have not had a crop failure, the developments in the agricultural sections since the first of August have not been favorable. It has been necessary to quite severely revise earlier estimates of harvest prospects. This unfortunate has proven especially true in respect to our two most important crops, namely, cotton and corn, which have for years been running a stubborn race for the honor of premier position as a producer of new wealth."

"Winter wheat and, in fact, the total wheat crop, has, it is true, set a new standard, and it is probable that final returns will as usual show that the Government's experts have erred on the side of conservatism in their forecast of cotton and corn. Nevertheless, it is not advisable to gloss over the fact that severe damage has taken place and that there will necessarily be a restriction of railroad tonnage in the drouth-stricken regions from the volume that was expected a month or so ago."

"On the other hand, railroad tonnage will undoubtedly receive a distinct impetus from the return to normal in the business world resulting from the more settled conditions to follow the final enactment of the new tariff, which is now closely in view. There has for a year or more been a gradual curtailment of manufacturing and of distribution of merchandise awaiting the new conditions that will attend the entrance of foreign merchandise at lower rates of duty."

"Our bonded warehouses are filled with importations that will be withdrawn for consumption as soon as the new custom rates become operative. General business of a domestic character, too, will attempt to adjust itself to the new conditions. It is yet to be demonstrated how satisfactorily our industries will be able to make such an adjustment. But for the moment this larger question is not specifically involved, as there will be active encouragement in all directions for an honest attempt to return to a normal volume of distribution."

"The restriction of general mercantile and industrial activities has been so protracted that the ordinary channels of wholesale distribution are without adequate supplies of merchandise on hand, shelves of retailers are not filled with their normal volume of stocks, and there has naturally been some disposition among consumers, also, to hold back from purchases with the view of obtaining better results."

"Reaction from these influences suggests a period of mercantile enthusiasm that may or may not prove to be fairly permanent. For the moment, however, it should have a stimulating influence on the traffic statements of our great transportation systems, since the improved volume of traffic will consist very largely of the higher classes of freight which pay correspondingly high rates."

Announcement.

The Ladies Aid of the Christ Lutheran church will hold a fancy work bazaar in the church, corner Sixth street and Washington avenue, December 4, 5, 6.

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 50-75

PICKED UP IN PASSING

On the question of race suicide and the possible consequences someone has figured out the following: "Two-fifths of the women of this country of the marriageable age are unmarried. Two-fifths of the men of this country of the marriageable age are unmarried. The birth rate is decreasing in the United States at the rate of 21 per cent. If things keep on as they are going, if the capacity for motherhood continues to diminish as rapidly as at present, the last child will be born before 2012, and in the year 2017 there will be no babies to 'oo' and 'agoo,' since the youngest child will be 5 years old. Also a neuter type, consisting of women set apart to do the world's work outside the home, will be evolved."

The following has been handed in for the "Picked up in Passing" column:

Fall Follies
When that fifty million issue
Of road bonds is assured.

Over what we have endured,
When Harry Thaw is settled
To Jerome's sweet satisfaction,
When Sulzer is disposed of
By New York state's re-union,
When Mexico is good again
And Huerta is no more.
When politics are settled
As they never were before,
When Eva Parkhurst has set sail
And Prince Monaco has gone home
And Secretary Bryan gets through
Lecturing on Ancient Rome.
When Tammany is defeated
Twill be an awful fall!
And the Pittsburg Pirates realize
They never could play ball!
When springtime finally comes again
We'll bask in the warm sun rays
And we refuse to be content till then
'Cause them's the happy days.

ELECTRIC SPARKS

A space writer is a person who does not take up much room, although that is life's ambition.

Ex-President Taft has been losing flesh. Most professors acquire that after table.

About the only thing that has not been done in the Thaw case, so far as it is possible to learn, is to connect up Washington county with the affair.

Diversified Experiences.
Di-kory, dicky dock,
My sister has a new dress,
It fits so tight
Try as she will.
She can't get on a street car.

As we head at the Panama Canal
is the Rock of Gibraltar

No one who
has ever used
it has anything
but praise for

Hay's Hair Health

It restores natural color to grey hair but is not a dye. It eradicates dandruff and prevents falling hair. Use one bottle—if not satisfied, your dealer will refund price. 50c and \$1 at all druggists. For sample bottle send 10c and dealer's name to Lydia E. Pinkham's Vegetable Compound, New Bedford, Mass.

W. F. Henning's, Charleroi, Pa.

Ladies earn \$2.25 dozen making plain neckwear. Home business. Experience unnecessary. Mail dime for pattern, instructions Neddlecraft, 227 Altoona, Pa. 60-12

NORTH CHARLEROI

Miss Eva Moss of Elizabeth visited relatives here Friday.

Mrs. J. D. Woods visited her daughter Mrs. Davis Woodward, who is in the Allegheny General Hospital.

Church services were held in the

Methodist church, conducted by Rev. F. A. Richards of the Methodist Episcopal church.

Mr. and Mrs. Charles Souerwein returned home Sunday to South West after visiting at the home of their daughter, Mrs. Charles Fortney.

Frank Phillips was a recent caller at Belle Vernon.

Mrs. Clyde Bradley and baby were callers at Donora, Friday.

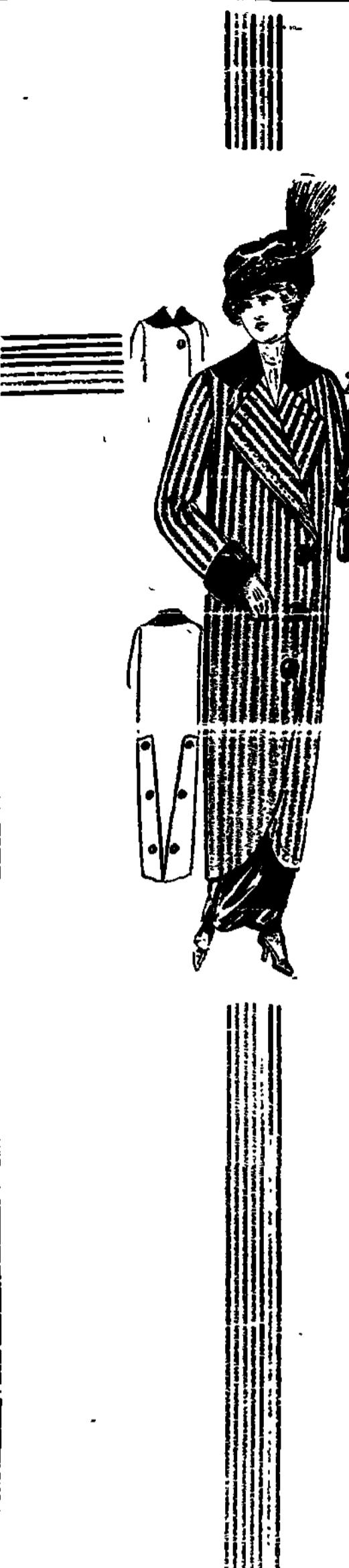
Under certain circumstances there is some pleasure in breaking things up but there is never any satisfaction in breaking shoes in. With WALK-GOVER shoes there's no breaking in, no breaking out and no breaking down, consequently no breaking things up.

\$3.50 - \$4.00 - \$4.50 - \$5.00

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Charleroi, Pa.



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---the beauty of our models---the extra value of our garments, please every woman who comes to this store, shopping

You will find it time well spent to come here and inspect the many beautiful suits, coats and dresses we are showing.

Every garment has some special feature that distinguishes it from every other one.

In fact, you will find the most clever interpretations of the new season's styles grouped in a pleasing array at this store.

The values at each price will be sure to please you.

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\$8.50, \$10.50, \$12.65

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Breath Control, Breadth, Volume,
Resonance, through Body Control.

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Kinds a Specialty

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AND GARAGE

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It restores natural color to grey hair but is not a dye. It eradicates dandruff and prevents falling hair.

Use one bottle—if not satisfied,

your dealer will refund price.

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bottle send 10c and dealer's name to

Lydia E. Pinkham's, New Bedford, Mass.

W. F. Henning's, Charleroi, Pa.

60-12

WANTED TO BUY MILK

Any dairyman or farmer having
milk to sell can find a buyer at T.
Campana Milk Depot, 373 Schoen-
maker avenue, Monessen, Pa. Call
Bell Phone 227-R. 0-9p

Stop That Leakage

Benjamin Franklin says,
"Beware of little expense; a
small leak will sink a ship."

If you will stop the all-dan-
gerous leakage in your house-
hold transactions (the nickels
and dimes that go for useless
luxuries) and start a savings
account with this bank, you'll
soon find your domestic ship on
the high sea of prosperity.

I only require a dollar to
get started in the right way—
and then by adding a small portion
of your salary each pay day, you will be surprised at
the results.

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FAVORS BONDS FOR GOOD ROADS

Judge Elkin's Address Before Good Roads Convention

ADVOCATES "DOING IT NOW"

Has Been a Consistent Advocate of Road Improvement for Twenty-eight Years, and Deprecates Further Delay — Urges Support of the Amendment

Harrisburg, Sept. 1.—The address of Hon. John P. Elkin, of Indiana, was the feature of the Good Roads convention held in the hall of representatives today. Judge Elkin's remarks were frequently applauded. He said:

I address you on the question of good roads with the settled convictions of an old believer, rather than in the enthusiasm of a new convert. My interest in the agitation for an improved system of highways began with my first legislative experience in the session of 1887. I continued unabated during all the intervening years from that time to the present. At first the movement made slow progress and the outlook was not encouraging. It is not an easy task to break down the barriers of prejudice, nor to uproot a system of road making and maintenance, although primitive, antiquated and hopelessly inadequate which has been held it the common practice of the people for a century. The agitation was continued during the session of 1887 without any substantial results, but the leaven was working, so that the legislature in 1889 was flooded with bills having for their purpose the improvement of public roads. The movement had then assumed formidable proportions and it was necessary to do something to meet this demand of the people. Unfortunately for the success of the movement at that time, that was done which is so frequently done under like circumstances, the legislature provided for the appointment of a Commission with power to visit all parts of the state, take testimony, gather information and report two years later. All pending bills were referred to this Commission, which performed its mission by visiting many parts of the state, made a report negative and indefinite in character, and the whole subject was then dropped for several years. Then years elapsed after the report of that Commission before the agitation for good roads got under way again. I mention this to impress upon you the importance of acting now, when you have the opportunity of striking a forceful blow for good roads, and not to put it off to a more convenient season. If we had acted promptly in 1889, as we should have done, we would now be enjoying the benefits of a completed system of highways. We have the opportunity of doing now what we failed to do then. Shall we do it, or shall we wait ten, fifteen or twenty years longer? No one has given a single valid reason why there should be further delay. We have delayed too long now. We have lost valuable time. On the question of good roads we slept at the switch for a hundred years. Recently there has been an awakening and the outlook for the future is full of promise. During the past ten years the foundation has been laid upon which to build a great system of public highways, and the last five years have witnessed enormous advances toward the accomplishment of the desired result. Let there be no step backward now. We must not falter when victory is in sight. To hesitate is to show weakness, and to fail to embrace the opportunity of placing Pennsylvania in the front of the forward movement for good roads would be a reproach to our people.

This is not a political question in any partisan sense. It matters not whether you are Republicans, Progressives, Democrats, Prohibitionists, or what your party affiliations may be, so far as the question of good roads is concerned. The citizens of the commonwealth are entitled to good roads without regard to their political faith. This is a movement in the interest of the masses of the people and should be so regarded. My understanding is that your associations are organized upon a non-partisan basis and include members of all political parties. This is as it should be. I consented to address the meeting because of my interest in the good roads movement when assured that your associations were acting in the interest of all classes of citizens, and were not engaged in a political campaign. It is refreshing in this era of acute political turmoil to have an issue which appeals to the best judgment of all the people without regard to party lines. The question of good roads presents such an issue and I command your associations in presenting the question to the people on a non-partisan basis.

Why We Should Vote for the Loan. If one were to ask any man or woman in the state, or any intelligent child, whether he or she favored good roads, there would be but one answer and that in the affirmative. It would be a stupid person indeed who would be willing to go on record as being opposed to good roads. Everybody wants good roads, and everybody says so, even those who oppose the loan. How are we going to get good roads? We know by the experience of centuries that Nature does not provide them. The Creator of the Universe did provide an inexhaustible supply of materials with which to make them. It costs money to transport the materials and fashion them into an enduring roadway. The practical question is, Where is the commonwealth to get the money with which to construct and maintain the great system of public highways which has been charged upon her by recent legislation. The money must come either out of current revenues, or from loans. There are no other available sources from which to raise the funds necessary to do this work. It

is apparent to every one familiar with the subject that our current revenues are not sufficient to meet pressing requirements in other directions, and in addition thereto build and maintain eight or ten thousand miles of public highways. It is idle to say that this proposed system of state highways can be built out of current revenues, and at the same time expect the commonwealth to make large appropriations for maintenance and state aid work. It cannot be done and all such suggestions are devious and misleading. The increasing demands upon state revenues in aid of our public schools, in maintaining our penal and eleemosynary institutions, in support of our worthy charities, in enforcing our pure food laws and laws for the protection of the health and lives of our people, and in caring for the immediate necessities of the state in many other directions, are so great as to preclude the possibility of setting aside out of current revenues, year by year, sufficient funds to construct a system of highways to the four corners of the commonwealth. The demands of the people as expressed by their representatives in the last legislature were so great as to require the Governor in the exercise of the veto power to reduce the total appropriations by millions of dollars in order that the state might not do the foolish thing of attempting to be generous beyond its ability to pay. If we undertake to construct the state highway out of current revenue, other worthy objects and institutions must necessarily suffer, and highway construction will be halting and piecemeal. If this method be pursued our hair will turn gray and our eyes grow dim while we wait for good roads in Pennsylvania. This is a big question and should be treated in a big way. Nothing is more disappointing and discouraging than to see a great undertaking treated in a small way. If we want good roads, as we say we do, we must pay for them, or at least provide in advance for raising the funds with which they can be paid for as constructed from time to time. No one wants the state to build a system of highways in patches, here a little and there a little, with no connected thoroughfares anywhere. This is not in keeping with the spirit and purpose of our people. It is not the spirit that has made Pennsylvania an empire in commercial and industrial affairs. In the development of our material wealth, we have stood in the front rank of accomplishment, and our people have a pardonable pride in this record of achievement. Why should we lag behind in road building, which is the basis of all true progress? If this system of highways cannot be constructed out of current revenues, what remains to be done? The answer is simple. Then loan. Shall we have the authority to make it?

Must Decide in November. The qualified electors must decide this question at the polls in November. No more important question has been presented for the consideration of our people since the Civil war. If we want our state to hold her proud position in the sisterhood of states, we must keep pace with the forward movement for good roads which is now nation-wide. I would like to see Pennsylvania not only keep pace with other states in the march of progress toward good roads, but set the pace for all others. If we are true to our standards and traditions we will lead the way by establishing a great system of state highways, and not be blind followers along the beaten paths of the old mud roads.

Someone asked me the other day

why it was necessary to amend the constitution in order to obtain the authority to make a loan to build highways. Let me answer this inquiry. The framers of our organic law wrote into it the following provision:

"No debt shall be created by or on behalf of the state, except to supply

casual deficiencies in revenue, to repel invasion, suppress insurrection, defend the state in war, or to pay existing debt; and the debt created to supply deficiencies in revenue shall never exceed in the aggregate at any one time, one million dollars."

This is a limitation on legislative power and cannot be disregarded. A loan of fifty million dollars to build a system of highways creates a debt, and it is not a debt to repel invasion, or suppress insurrection, or defend the state in war, or to supply deficiencies in revenue. Hence it comes within the prohibition of the constitution as it now stands. The legislature has no power to authorize such a loan to be made unless the people deem it wise to amend the constitution so that proper legislation can be enacted. Two successive legislatures have voted affirmatively on a joint resolution to submit the amendment to the voters of the people. It is now for the voters to say the final word by their ballots at the election. If the loan is carried at the election in November, or rather if the amendment be adopted, it will sound the death knell of bad roads in our state, and will mark the beginning of road improvement to the remotest sections of the commonwealth. This is a consummation so devoutly to be wished that it is difficult to understand why anyone should oppose it. One would naturally think that when the state is willing to assume the burden of making and maintaining eight or ten thousand miles of roads, which have heretofore been maintained by the townships, and thus relieve the townships from taxation to this extent, that the local people would hate such a policy with delight. And yet in many instances this is not the case. I hear opposition now and then from quarters least expected. It seems to me the opposition must be the result of misapprehension or misunderstanding. In the hope of getting the question before the people on its merits, and at the risk of being considered tedious, I will briefly to some of the objections made to the loan, and to some of the reasons given for opposing it.

Objections and Answers to Some.

1. It is objected by those not in accord with the present administration that they do not want the authorities now in control to expand the money. It is not too much to say that no administration will be entirely free from criticism of this character. The time has not yet arrived in the conduct of governmental affairs

when men will not find fault, and so administration can escape criticism no matter how good its intentions, or wholesome its policies. Some administration must be in power when the highways are constructed and it is too much to expect this great work to be accomplished without criticism of some sort unless warranted or unwarranted. Indeed it is safe to say that administrations will come and go several times before the loan is exhausted and the work be finally completed. In the natural course of events the present administration will have nothing to do with the expenditure of the money raised by the bond issue. If the loan be authorized by the qualified electors at the polls in November, it will require legislation to put it in force. The next legislature does not convene until 1815, and then a new administration will be inaugurated. It will therefore be seen that the present administration will not be in position to expend a single dollar raised by the proposed loan. This should be a complete answer to the objection thus made. I mention this not for the purpose of criticizing the present administration, as no such thought is in my mind, but as an answer to those who put their opposition to the loan on a false ground.

2. Again, it is suggested in some quarters that the loan will increase taxes on farms and other real estate. Nothing could be further from the truth. The loan will not increase the burdens of local taxation for road improvement and maintenance. Why do I say so? Let me answer. When the state takes over eight or ten thousand miles of township roads and makes them state highways, the townships will be relieved from the burden of maintaining them, and this will necessarily reduce local taxation for road purposes. In other words the state will bear the burden of maintaining roads which was formerly borne by the townships. But some one says this will increase state taxes and the effect will be the same. This is likewise a fallacy. Farms and other real estate have not paid state taxes since 1866. There is no intention of taxing real estate for state purposes now. State roads will be maintained out of state revenues, and state revenues are largely derived from the taxation of the capital stock of corporations, corporate loans, licenses of different kinds and taxes upon those enjoying special privileges. A great system of public highways maintained by the state will benefit the farmers more than any other class of people, and they will pay nothing toward the cost of that maintenance. This is one time when the farmers stand to receive a very great benefit, while the corporations and those who enjoy what have been termed special privileges pay the bills. Recently there has been much discussion about how to keep the boys on the farm "Back to the farm" is a favorite theme with magazine and other public writers of the present day. I can think of no better way of taking people back to the farm than to provide them good roads to get there. Good roads will largely solve this problem. Boys who have spent their young lives in struggling over the mud roads of the rural districts do not become enthusiastic when asked to return to such conditions. Give them good roads and a very different story might be told. It is not only the pleasure and convenience of the farmers that should be considered, but good roads add value to every farm they touch. Good roads mean easy access to markets, cheaper transportation, greater facilities in handling farm products, and substantial increases in farm values. It is my firm conviction that from twenty-five to fifty per cent will be added to farm values in Pennsylvania, and in many instances a much greater increase, when the state is gridironed with a great system of public highways such as is now contemplated. What valid reasons can the intelligent farmer give for opposing this loan which means more to him than anyone else, and costs him nothing. He will answer this question by his vote at the polls.

Macadam a Practical Question. 3. Another objection is that macadam is not the right kind of road to make, is too expensive, and does not stand the wear and tear of modern travel. Upon this question I cannot speak as one with expert knowledge, but frankness compels me to say that unless some method is discovered for keeping the top dressing of these roads in place as a binder they will prove a failure. This is a practical question and one which must be met and answered in a way satisfactory to the people, but because there is difficulty in this direction there is no reason why the good roads movement should be defeated. If macadam does not answer the purpose, let us not have brick, shale, or some other kind of good road construction. What we want is good roads and we want to get them worth the money. No matter what system of road making we may adopt, it will require a large expenditure of money to improve and rebuild the system of highways which the state has taken over. The legislature acting for the people has placed a heavy burden on the state. It is a new undertaking and one which will involve the expenditure of large sums of money. These old township roads must be graded, widened, straightened, drained, surfaced, bridged and put in condition for travel. The last legislature added many additional routes to those specified in the act of 1911. This means that nine or ten thousand miles of public roads must be improved, rebuilt and maintained by the state. Where is the money to come from? The legislature did not provide it. The maintenance alone of this system of highways will severely tax the current revenues of the state. How are they to be improved and rebuilt in the first instance?

Only One Answer. There is only one answer and that is, the loan. How do you expect the state to do all this work if you fail to provide the money with which to pay for it. The state cannot work miracles. It cannot say, Let there be good roads, and there will be good roads. Good roads cost money and represent labor and materials. We cannot have them unless we pay for them. By your votes on the loan will be determined whether the state is to build a great system

of highways, and when this question has been decided, the legislature can say what kind of roads shall be built when the bond issue is authorized. In this connection it is proper to remark that even if the amendment be adopted, it does not mean that the loan is immediately authorized. A simple proposition is submitted to a vote of the people in the form of a joint resolution. It is:

"That the General Assembly, irrespective of any debt, may authorize the State to issue bonds to the amount of fifty million dollars for the purpose of improving and rebuilding the highways of the Commonwealth."

You will notice that this simply gives the legislature the power to act. In the end the General Assembly must say whether the bond issue shall be made, in what amount the loans are to be negotiated, and how much money shall be expended each year during the progress of the work.

These are legislative details and have no proper place in the discussion of the merits of the loan itself. It should be observed that the loan is to be used "for the purpose of improving and rebuilding the highways," and not for the purpose of maintaining them after they have been improved and rebuilt. They must be maintained out of current revenues and this alone will impose a sufficient burden on the state. One thing is certain, and that is, we cannot improve, repair and maintain this great system of highways out of current revenues, no matter what kind of road construction may be adopted. We need the loan in any event if good roads are to be provided for the convenience of the people of the Commonwealth. If you do not want macadam, instruct your members of the next legislature what kind of roads you desire, and thus this disputed question can be decided by legislative enactment. But do not strike a vital blow at the whole project because you may not favor a particular kind of road.

Good Roads for Boroughs.

4. The small boroughs complain on the ground that thus far they have not been benefited by road legislation, and in my opinion this complaint is well founded. Most of the small boroughs are without paved streets and are not financially able to pave them. The result is that these streets are maintained in about the same way as township roads, and in many instances they are not kept as good repair as township roads. When the state takes over a township road which runs through a borough of this class, there is every reason why the highway should include the borough street, and no good reason why it should not. When the state highway stops at the borough line, it leaves a piece of bad road and makes the construction look like patchwork. This should not be and steps have already been taken to provide against such contingencies. The legislature should provide by law for these conditions. The highway commissioner should be clothed with power to deal with borough authorities in a just and equitable manner in cases of this character so that the boroughs, as well as travelers on the public highways, may have the benefit of good roads without casting upon them burdens heavier than they can bear. If these matters have not already been provided for they will be. This is a legislative question and should be taken up and acted on promptly. When the loan is authorized by the legislature, details of this character can be considered and a law passed to protect small boroughs. This should be done and no doubt will be.

Competitive Bids Advisable. 5. It is further objected that the authorities now in charge of state highway work in some instances have awarded contracts on a percentage basis without competitive bidding. It is charged that these contracts were given to favored contractors and were intended to serve personal or political ends. As to the merits of these contractors I have no knowledge and am therefore not in position to either approve or condemn what was done. I assume that the public officials acted in good faith and did what they believed to be proper under the circumstances. In private business affairs contracts are frequently let in this way, and no doubt this may have been deemed a sufficient warrant for pursuing the same method in awarding the contracts which have given rise to this criticism. Candor, however, compels me to say that in my opinion this was a mistake of judgment. Individuals and private corporations can make their contracts to best suit their own purposes and to most quickly and expeditiously accomplish a desired result. Not so with the public. All public contracts should be awarded upon a competitive basis after due public advertisement. The bidding should be in the open and each bidder should have ready access to the plans and specifications. Any other method will provoke criticism, and give rise to the suggestion of ulterior motives, all of which should be avoided in awarding public contracts. It is but fair to say that so far as my information goes nearly all the contracts for state highway construction have been let in this way. This has been the general rule followed by the department and those let upon the percentage basis the exception. This criticism can all be avoided by making the general rule universal and in not awarding any contracts on the percentage basis. It is now a question of good intentions, or of motives, but of a wise public policy. The expenditure of public moneys should always be safeguarded, and contracts should be awarded in such manner as to insure real competitive bidding. The public have a right to insist upon receiving a dollar in value for every dollar expended, and the law should be so framed as to insure this result as nearly as it can be made.

... competition in bidding. Let the next legislature say how the money derived from the bond issue shall be expended, and how the contracts shall be awarded. No doubt the present administration will join heartily in favoring such a law. When this is done there will be no further room for just criticism in this respect.

Is it Worth the Cost? Is it worth while for Pennsylvania to assume the burden of making and improving a great system of highways? Will it pay? My answer is yes, a thousand times yes. It is



GOOD ROADS AND PROSPERITY

recently reported that the Pennsylvania Railroad Company, a single corporation created under the authority of our laws, expended upwards of one hundred and fifty million dollars to obtain a direct entrance into and get a terminal in the city of New York. This is three times as much money as is now asked to give our eight millions of people adequate for annual incomes at their homes and residences at an improved system of state highways. Why should we hesitate? Our state is free from debt, our resources unlimited; our wealth growing by leaps and bounds; our ability to do big things in big ways recognized, and our state pride deeply rooted. We do everything else on a large scale why not deal with the highway question in the same comprehensive way. There never was a better time than now. The people demand good roads, the state authorities are willing, the machinery for road building is ready, and all that is needed is the authority to provide the money. Pennsylvania is too great a state to allow her sons and daughters to be hauled over the mud roads of a century ago, and yet in many sections these primitive roads still exist.

Excellence By Europe.

A few years ago the speaker traveled through Ireland, Scotland, England, Germany, France, Denmark, Holland, Switzerland, and other European countries, and found good roads everywhere. I realized

then as never before what good roads mean to the people, and it caused me keen regret to be compelled to acknowledge our own shortcomings in this respect. We are excelled by all European countries in the maintenance of highways. Certainly this is not to our credit. Is it not about time to wake up and give the people roads as good at least as those of any other state or country? No nation is greater or stronger than the roads she builds. Civilization is a road-maker, and the progress of a nation, or state, or community, may be measured by the kind of roads maintained by the people who reside therein. The winding path may answer the needs of those who are content to dwell in the jungle, but twentieth century civilization demands improved highways as channels of commerce and the natural arteries of social and economic life. It is not a far cry from the trail of the North American Indian to the building of a great National Highway, spanning the continent and connecting the Atlantic and Pacific oceans, and yet when the history of this evolution in road-making is finally written, as it will be within your life-time and mine, the story will be told of the building of a powerful nation out of a wilderness, and the record will be made of the highest achievements of the human race throughout all the generations of men.

Necessity of Good Roads Recognized.

All great nations have been quick to recognize the necessity of building good roads. Appius Claudius

conceived the idea of building a public highway from Rome to Brundisium, and this historic road, the Appian Way, added glory to the Roman Empire when it comprised the fairest part of the earth and the most civilized portion of mankind. The Alps stood like an insurmountable barrier between Napoleon and the fair fields of Italy. But the builder of empires did not hesitate. Under the direction of skillful engineers backed by the willing hands of thirty thousand Frenchmen he chiseled a road through the rock ledges of the Simplon Pass over which his conquering armies subsequently marched to victory. For more than a hundred years this road has stood as a monument to his genius and greatness. Would that Pennsylvania had a Napoleon to batter down the moss-grown walls of prejudice, and give our people a system of public highways commensurate with the dignity and grandeur of a great commonwealth. Napoleon used his roads to transport the spoils of war, but we want our roads to cultivate the arts of peace. Civilization and good roads are hand-maids. They keep pace together in the march of progress. They measure the advancement made by the human family in achievement. A thousand years before the dawn of Christian civilization the demand of the Philistine King speaker traveled through Ireland, was, "Whither have you made a road today?" David, who for a time dwelt in that land, answered and said, "Against the south of Judah, and against the south of the Jerahmeelites, and against the south of the Kenites. True the road making of those days was primitive and crude, but this incident, recorded in the Book of Samuel, shows that road-making was demanded by the constituted authorities even in that remote period of antiquity. Advancing civilization demands better highways and will not be content

with roads of former generations. It is high time for Pennsylvania to arouse from her slumbers and give her people the kind of roads they deserve. They are entitled to the best, and will have the best, if the voters do their duty at the polls.

Do it Now!

Why do it now? Again let me answer. Because we have failed to do it before, and now is the time to begin to do what we should have done long ago. On the question of road-making we have done those things

which we should not have done, and

Money makes the mare go, but she can be coaxed just as well with a low-level highway. When the road is white or even a little yellowish

